

1st Street / Ash Ave / Rio Salado Parkway



Public Meeting | April 17, 2017



Project Location



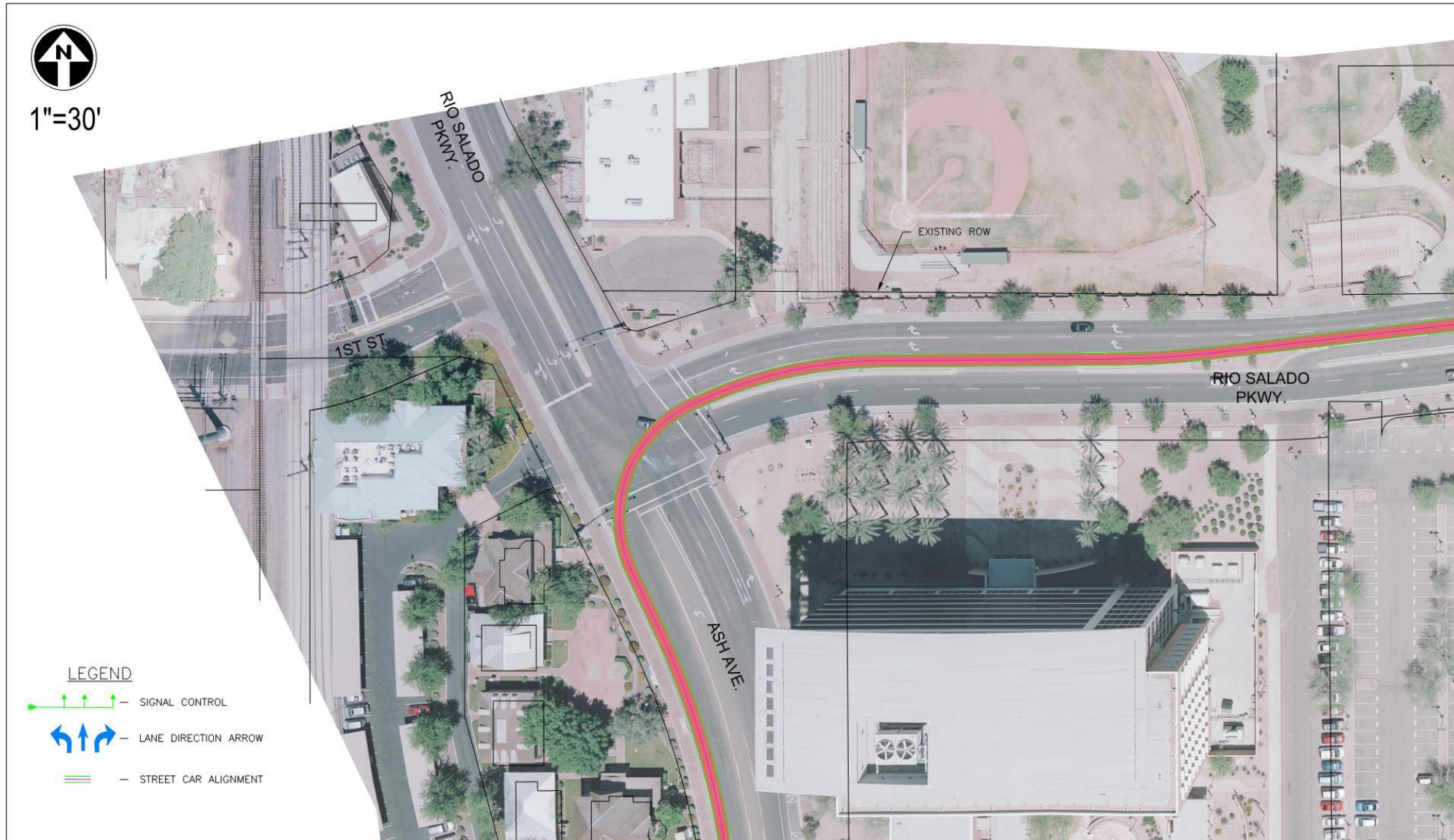
History & Scope

- 2009 Feasibility Study
- City Council CIP FY 2017 Design Funds
 - Integrate & construct with Streetcar if advanced
- Project concept
 - Connect east/west
 - Link neighborhoods & downtown
 - Traffic flow/access

Goals & Objectives

- Four Alternatives
 - Option 1 – Leave As Is
 - Option 2 – Add Westbound Through
 - Option 3 – Roundabout
 - Option 4 – Add East and West Through
- Evaluation Criteria
 - Future Traffic Operations (2035)
 - East/West Connectivity
 - Streetcar Compatibility
 - Construction & Right Of Way (ROW) Costs
 - Anticipated functionality (for modes of travel & access)

Option 1: Leave As Is



Summary – Option 1 (Leave As Is)

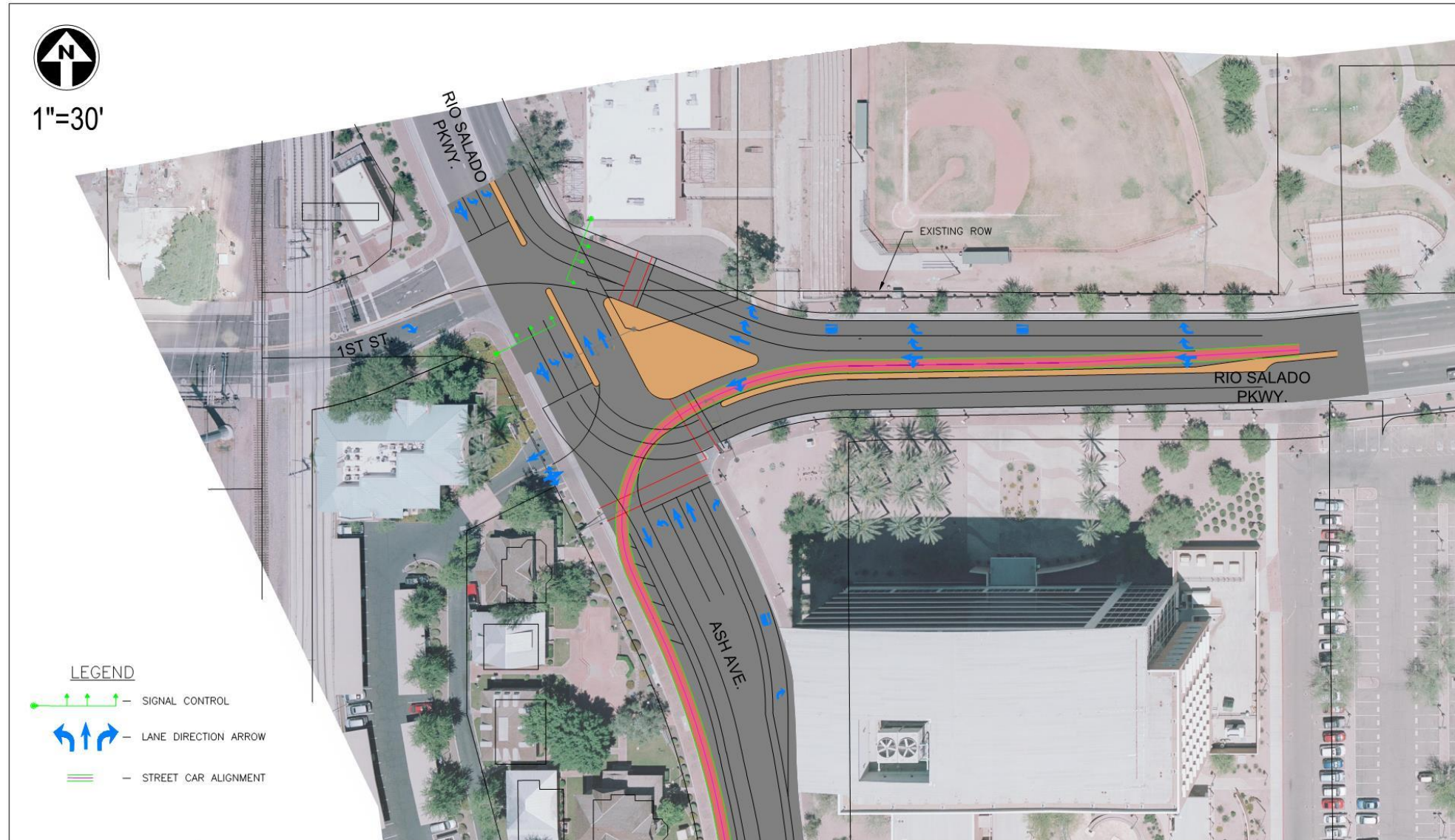
Advantages

- Acceptable Vehicle Operations (D/D)
- Compatible with Streetcar
- Lowest Construction/ROW Costs

Disadvantages

- Provides No Westbound Connectivity
- No Pedestrian Crossing on North Leg

Option 2: Add Westbound Through



Summary – Option 2 (Add Westbound Through)

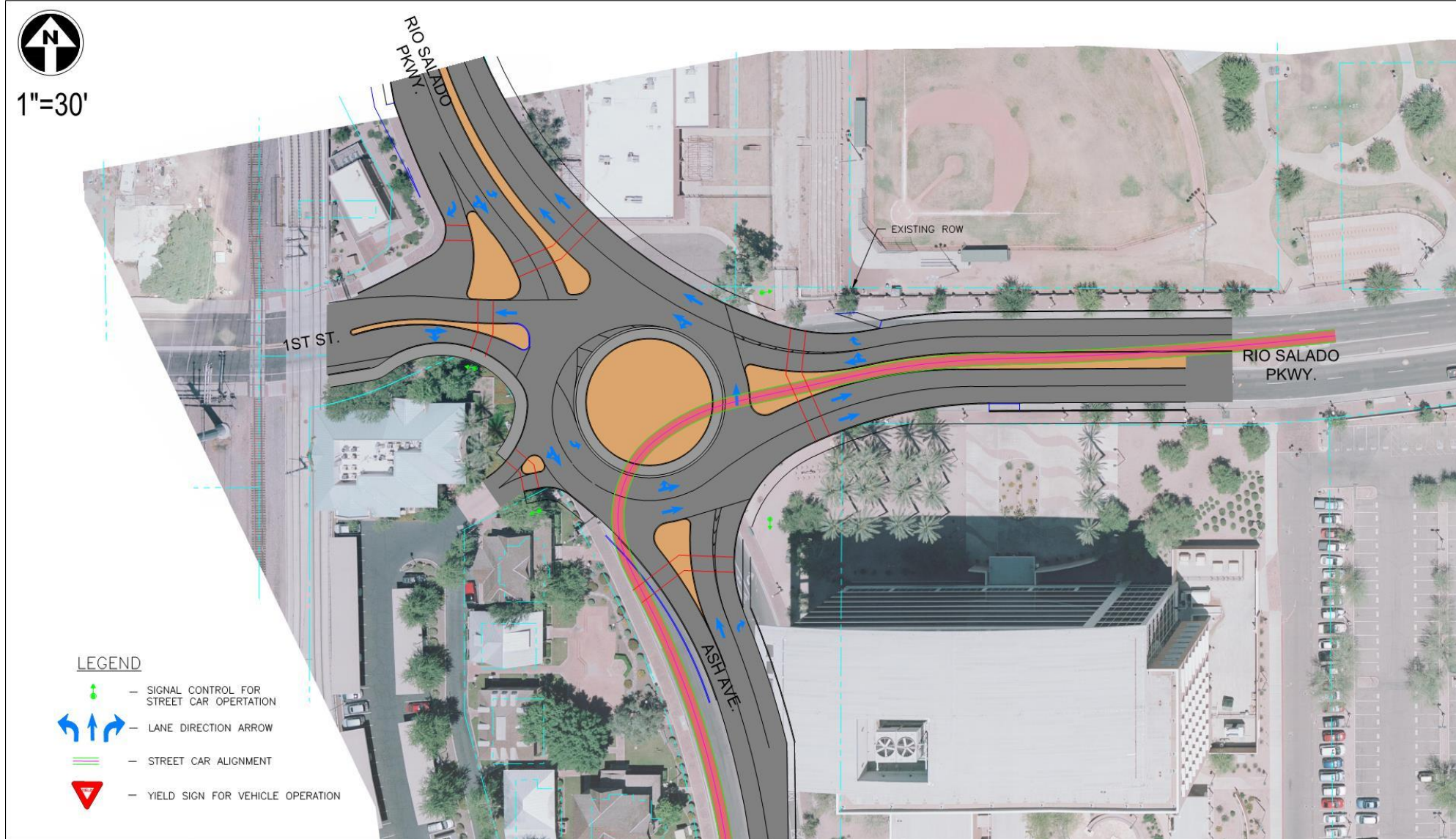
Advantages

- Acceptable Vehicle Operations (C/D)
- Compatible with Streetcar
- Provides New Westbound Through Movement

Disadvantages

- Does Not Provide Eastbound Through Movement (Eastbound Traffic Remains As Today)
- Second Highest Cost Among Four Options
- No Pedestrian Crossing on North Leg

Option 3: Roundabout



Summary – Option 3 (Roundabout)

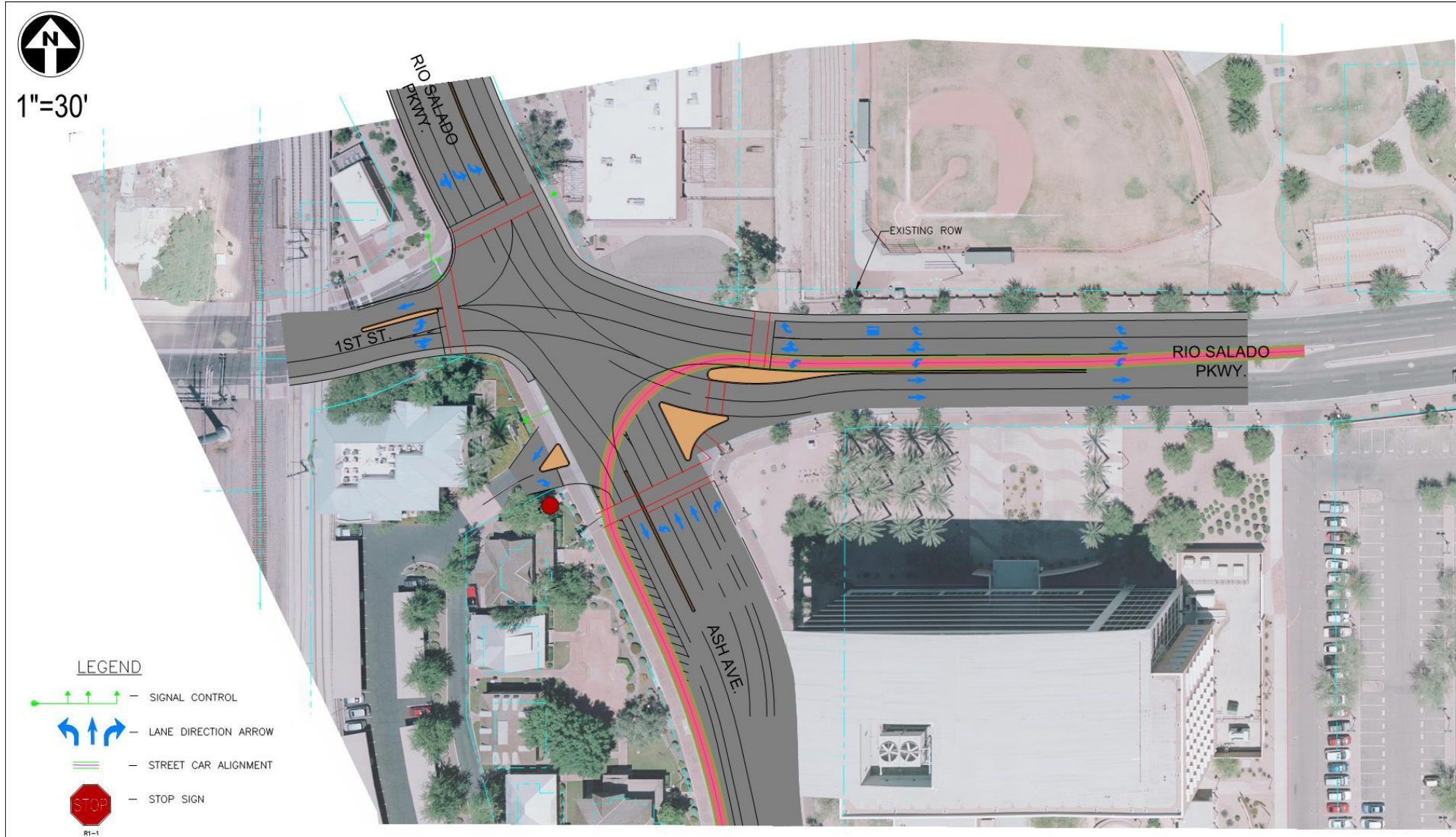
Advantages

- Acceptable Vehicle Operations (B/C)
- Compatible with Streetcar
- Provides Full East/West Connectivity
- Adds Pedestrian Crossing on the North Leg

Disadvantages

- Highest Cost Among Four Options
- Most Right-Of-Way Impact To Surrounding Properties
- Pedestrian Crossings Further From Intersection

Option 4: Add East and West Through



Summary – Option 4 (Add East and West Through)

Advantages

- Compatible with Streetcar
- Provides Full East/West Connectivity
- Adds Pedestrian Crossing on the North Leg

Disadvantages

- Poor Vehicle Operations During PM Peak Hr (D/E)
- Creates Elongated Intersection
- Creates Right-In/Right-Out at Old Towne Square North Driveway

Summary of the Options

Option 1: Leave As Is

- + Acceptable Vehicle Operations (D/D)
- + Compatible with Streetcar
- + Lowest Construction/ROW Costs
- Provides No New East/West Connectivity
- No Pedestrian Crossing on North Leg

Option 2: Add Westbound Through

- + Acceptable Vehicle Operations (C/D)
- + Compatible with Streetcar
- + Provides New Westbound Through Movement
- Does Not Provide Direct Eastbound Through Movement
- Second Highest Cost Among Four Options
- No Pedestrian Crossing North Leg

Option 3: Roundabout

- + Vehicle Operations (B/C)
- + Compatible with Streetcar
- + Provides Full East/West Connectivity
- Highest Cost Among Four Options
- Most Impact To Surrounding Properties

Option 4: Add East and West Through

- + Compatible with Streetcar
- + Provides Full East/West Connectivity
- + Adds Pedestrian Crossing on North Leg
- Poor Vehicle Operations During PM Pk Hr (D/E)
- Creates Elongated Intersection
- Creates right-in/right-out movement for Old Towne Square north driveway

Summary of the Options

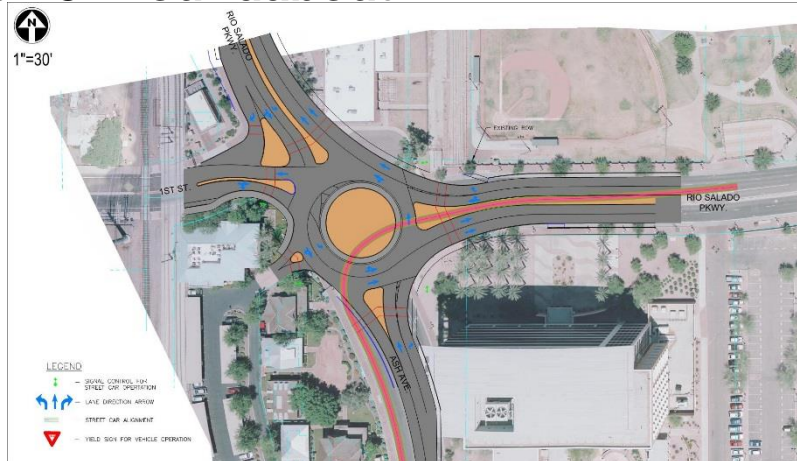
Option 1: Leave As Is



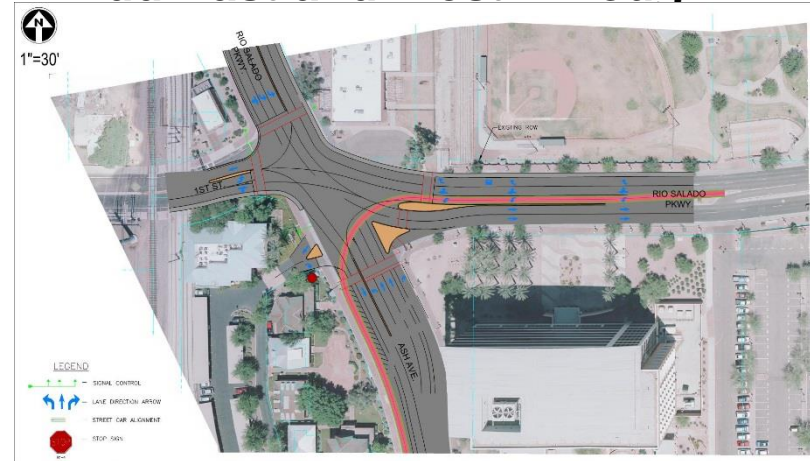
Option 2: Add Westbound Through



Option 3: Roundabout



Option 4: Add East and West Through



Next Steps

- Gather Public Feedback (please complete comment cards)
 - April 14 - 28
- Staff to present options to City Council for direction
 - May 22 anticipated
- If build-option selected, will be built with Streetcar
- www.tempe.gov/ashrio